CLASS 3.—NITRO-COMPOUND CLASS.

The term "nitro-compound" means any chemical compound possessed of explosive properties, or capable of combining with metals to form an explosive compound, which is produced by the chemical action of nitric acid (whether mixed or not with sulphuric acid) or of a nitrate mixed with sulphuric acid upon any carbonaceous substance, whether such compound is mechanically mixed with other substances or not.

The nitro-compound class has two divisions:

Division 1 comprises such explosives as—

Amberite No. 1,
Ballistite,
Blasting Gelatine,
Carbonite,
Cordite,
Dynamite,
Gelatine Dynamite,
Gelignite,
Lithofracteur,
Nitro-glycerine,
Stonite,

and any chemical compound or mechanically mixed preparation which consists, either wholly or partly, of nitro-glycerine or some other liquid nitro-compound.

Division 2 comprises such explosives as—

Amberite No. 2,
Ammonite,
Bellite,
Coopal's powder
Cotton gunpowder,
E. C. powder,
Gun-cotton ordinarily so called,
Nitrated gun-cotton,
Picrates,*
Picric acid,*
Picric powder,
Roburite,
Sawdust and gun-cotton powder,
Schultz's powder,
Tonite (or cotton-powder),

and any nitro-compound as before defined which is not comprised in the 1st division.

CLASS 4.—CHLORATE-MIXTURE CLASS.

The term "chlorate-mixture" means any explosive containing a chlorate.

The chlorate-mixture class has two divisions:

Division 1 comprises such explosives as—

Horsley's blasting powder,
Brain's blasting powder,

and any chlorate preparation which consists partly of nitro-glycerine or of some other liquid nitro-compound.

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* NOTE.—(*a*) Picric acid mixed with not less than half its own weight of water shall be exempt from being deemed to be an explosive.

(*b*) Picric acid which does not fall within the exemption (*a*) when the quantity does not exceed two thousand pounds in any one ship, boat, carriage, building or place, shall be exempt from being deemed to be an explosive; provided that such picric acid is so kept and conveyed as not to be liable, whether under the action of fire or otherwise, to come in contact with any substance specified in the schedule hereto, or with any fire or light capable of igniting such picric acid.

Provided also that such picric acid when dry is so packed in a substantial barrel or case that the contents cannot escape; and that no metal other than aluminium, or an alloy containing not less than ninety per centum of aluminium, is used in the construction of any package containing such picric acid, and that each barrel or case is legibly marked "Picric Acid."

Picric acid when not subject to the above exemptions must be packed and marked as laid down in rule 2 of these rules.

Picrates and mixture of picric acid with any other substance (for whatever purpose used or manufactured) shall be deemed to be explosive subject to the following exceptions:—

(*a*) A picrate mixed with not less than half its own weight of water shall be exempt from being deemed to be an explosive.

(*b*) Picric acid thoroughly mixed with not less than three times its own weight of—

(*i*) anhydrous sulphate of soda,

(*ii*) crystallized sulphate of soda, when packed in hermetically closed packages, or

(*iii*) potash alum,

shall be exempt from being deemed to be an explosive.

Division 2 comprises such explosives as—

Horsley's original blasting powder,	Hochstadter's blasting charges.
Erhardt's powder,	Reichen's blasting charges,
Reveley's powder,	Teutonite,

Chlorated gun-cotton,

and any chlorate-mixture as before defined which is not comprised in the first division.

CLASS 5.—FULMINATE CLASS.

The term "fulminate" any chemical compound or mechanical mixture whether included in the foregoing classes or not, which from its great susceptibility to detonation, is suitable for employment in percussion caps or any other appliances for developing detonation, or which, from its extreme sensibility to explosion and from its great instability (that is to say readiness to undergo decomposition from very slight exciting causes), is especially dangerous.

The fulminate class has two divisions:

Division 1 comprises such compounds as the fulminates of silver and of mercury and preparations of these substances, such as are used in percussion caps, and any preparation consisting of a mixture of a chlorate with phosphorus, or certain descriptions of phosphorus compounds, with or without the addition of carbonaceous matter, and any preparation consisting of a mixture of a chlorate with sulphur, or with a sulphuret with or without carbonaceous matter.

Division 2 comprises such substances as the chloride and the iodide of nitrogen, fulminating gold and silver, diazobenzol, and the nitrate of diazobenzol.

CLASS 6.—AMMUNITION CLASS.

The term "ammunition" means an explosive of any of the foregoing classes when enclosed in any case or contrivance or otherwise adapted or prepared so as to form a cartridge or charge for small-arms, cannon, or any other weapon, or for blasting, or to form any safety or other fuze for blasting or for shells, or to form any tube for firing explosives, or to form a percussion cap, a detonator, a fog signal, a shell, a torpedo, a war-rocket, or other contrivance other than a firewoork.

The term "percussion cap" does not include a detonator.

The term "detonator" means a capsule or case which is of such strength and construction, and contains an explosive of the fulminate-explosive classes in such quantity, that the explosion of one capsule or case will communicate the explosion to other like capsules or cases.

The term "safety fuze" means a fuze for blasting which burns and does not explode, and which does not contain its own means of ignition, and which is of such strength and construction, and contains an explosive in such quantity, that the burning of such fuze will not communicate laterally with other like fuzes.

The expression "safety cartridges" means cartridges for small-arms of which the case can be extracted from the small-arm after firing, and which are so closed as to prevent any explosion in one cartridge being communicated to other cartridges. The term also includes rifle-calibre machine-gun cartridges if they are of the above description, whether they are for use with machine-guns having chambers identical with those of rifles or with machine-guns which have special chambers.

Schedule.

Any of the following metals or metallic oxides, namely, lead, oxide of lead, oxide of iron, potash, baryta, lime, soda, oxide of zinc, oxide of copper; and any compound of such metal or oxide (other than a metallic sulphate); or any chlorate, nitrate, or other oxidizing agent; or any other substance declared by a Notification of the Government of India to be capable of forming with picric acid a dangerous compound:

Provided that this schedule shall not be deemed to include any metal, or oxide unavoidably formed on any metal used in the construction of any ship, boat, or carriage, or contained in any paint, where the packages containing picric acid are protected from direct contact with such metal or paint.

The maximum diameter at which a small-arm or machine-gun cartridge can be accepted as "safety" is one inch.

The ammunition class has three divisions:

Division 1 comprises exclusively—

Safety cartridges,
Safety fuzes for blasting,
Railway fog signals,
Percussion caps.

Division 2 comprises any ammunition, as before defined, which does not contain its own means of ignition and is not included in division 1, such as—

Cartridges for small-arms, which are not safety cartridges,
Cartridges and charges for cannon, shells, mines, blasting, or other like purposes,
Shells and torpedoes containing any explosive,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,
War-rockets,

which do contain their own means of ignition.

Division 3 comprises any ammunition as before defined, which contains its own means of ignition and is not included in division 1, such as—

Detonators,
Cartridges for small-arms, which are not safety cartridges,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,

which do not contain their own means of ignition.

By ammunition containing its own means of ignition is meant ammunition having an arrangement, whether attached to it or forming part of it, which is adapted to explode or fire the same by friction or percussion.

CLASS 7.—FIREWORK CLASS.

The firework class has two divisions:

Division 1 comprises firework compositions, that is to say, any chemical compound or mechanically mixed preparation of an explosive or inflammable nature, which is used for the purpose of making manufactured fireworks, and is not included in the former classes of explosives, and also any star and any coloured fire composition, subject to the proviso hereinafter set forth.

Division 2 comprises manufactured fireworks, that is to say, any explosive of any of the foregoing classes and firework composition, when such explosive or composition is enclosed in any case or contrivance or is otherwise manufactured so as to form a squib, cracker, toy cap or amorce, serpent rocket (other than a war-rocket), maroon lance, wheel, Chinese fire, Roman candle, or other article specially adapted for the production of pyrotechnic effects or pyrotechnic signals or sound signals:

Provided that a substantially constructed and hermetically closed metal case, containing not more than 1 lb. of coloured fire composition of such a nature as not to be liable to spontaneous ignition, shall be deemed to be a "manufactured firework."

TRANSPORT.

(A).—PACKING.

2. The following general rules shall be observed with respect to the packing of explosives for conveyance:—

(1) Unless the context otherwise requires,—

the expression "outer package" means a box, barrel, case or cylinder, of wood, metal or other solid material, of such strength, construction and character that it will not be broken or accidentally opened, nor become defective or insecure whilst being conveyed, and will not allow any explosive to escape;

the expression "inner package" means a substantial case, bag, canister or other receptacle, made and closed so as to prevent any explosive from escaping;

the expression "authorised explosive" means exclusively an explosive included in a List of Authorised Explosives prepared by the Chief Inspector of Explosives with the Government of India, and published annually in the *Gazette of India*, and in force for the time being;

the expression "propellant" means an authorised explosive of Class 3, adapted and intended exclusively for use as a propelling charge in cannon or small arms; and

the expression "special authority" means a written authority granted by the Chief Inspector of Explosives, to which may be attached such conditions as may, in the opinion of the Chief Inspector of Explosives, be necessary to meet the special requirements of the case.

(2) The interior of every package shall be free from grit and otherwise clean.

(3) Save as hereinafter provided, there shall not be any iron or steel in the construction of any package unless the same is covered with suitable material so as effectually to prevent the exposure of such iron or steel.

(4) Every package when actually used for the packing of one explosive shall not be used for the packing of any other explosive or any other article or substance:

Provided that this rule shall not prevent the packing of inner packages containing a propellant in an outer package with inner packages containing gunpowder or another propellant:

Provided also that this rule shall not prevent the packing of any article which is not of an inflammable or explosive nature, or liable to cause fire or explosion, in the same package as an explosive of the 1st Division of the 6th (Ammunition) Class.

(5) Subject to the foregoing provisions, the following shall be the method of packing authorised explosives of the various classes, respectively, and the maximum amounts which may be in any one package—

Class	Method of packing	Amount in any one outer package	Amount in any one inner package
Class 1	When the quantity in any one consignment does not exceed 5lbs. in amount, a single outer package; otherwise		
	A double package, the inner and outer packages being as above defined.	100 lbs.	100 lbs.
		Provided that where gunpowder and propellant are packed together the amount shall not exceed—	
		50 lbs.	25 lbs.
Class 2	As for Class 1	50 lbs.	50 lbs.
Class 3, Division 1, other than propellants.	As for Class 1, provided that either the outer or inner package shall be thoroughly water-proof, and both shall be without metal in the construction thereof	50 lbs.	5 lbs.
Class 3, Division 1, propellants.	As for Class 1	50 lbs.	50 lbs.
Class 3, Division 2, other than Picric Acid and Wet Guncotton.	As for Class 1	50 lbs.	50 lbs.
Picric Acid ...	As for Class 1	Unlimited.	Unlimited.
Guncotton so wetted with water as to be absolutely uninflammable.	As for Class 1, provided that the inner or outer package or both of them, shall be of such a nature and so closed, as to prevent any material loss of moisture during conveyance.	Unlimited.	Unlimited.
Class 4	As for Class 1	50 lbs.	50 lbs.

Class	Method of packing	Amount in any one outer package	Amount in any one inner package
Class 5	Packed in water. A treble package, the innermost package being a bag permeable to water, enclosed in a case containing sufficient water to ensure the explosive being kept constantly wet; and the outer package containing sufficient water constantly to surround the case. Both the case and the outer package shall be of such construction as will not allow water to escape. If the explosive is of such character that it cannot be packed in a thoroughly wet condition, it shall be packed in accordance with conditions set forth in a special authority.	200 lbs.	25 lbs.
Class 6, Division 1, other than Pin-fire cartridges for pistols.	A single outer package:	Unlimited	.....
	Provided that the above general rule (3) shall not apply to explosives of this Division: Provided also that bulleted cartridges of a calibre exceeding 0·5 inch and belonging to this Division shall be packed in such a manner that the point of any bullet cannot come in contact with the cap of another cartridge.		
Pin-fire cartidges for pistols.	(*a*) Not exceeding 50 in number in any one consignment:—So packed in a single package that the bases lie alternately in opposite directions. The bases and pins shall be so fitted into perforations in mill-board or other suitable material as to prevent the firing of any one of the said cartridges by an explosion in any other of the said cartridges.	50 in number.	.....
	(*b*) Exceeding 50 in number:—In an inner and outer package, the cartridges being packed in inner packages with millboard as above required.	2,500 in number.	50 in number.
Class 6, Division 2 ...	Explosives made up into cartridges or charges for cannon, shells, torpedoes, mines, blasting or other like purposes, shall be packed in such manner and in such quantity as is required for the same explosive when not so made up; provided that, where a double package is required, the enclosing case of such cartridges or charges may, if it satisfies the conditions required for an inner package, be held to be such inner package.	.....	.....
	Other ammunition of this Division:—A single outer package.	100 lbs.	.....
Class 6, Division 3, other than Detonators and Electric Detonators.	As for Class 1	50 lbs.	2 lbs. or 10 in number, whichever be the greater.

Class	Method of packing	Amount in any one outer package	Amount in any one inner package
	Provided that bulleted cartridges of a calibre exceeding 0·5 inch and belonging to this Division shall be packed in such a manner that the point of any bullet cannot come in contact with the cap of another cartridge.		
Detonators ...	(*a*) Not exceeding 1,000 in any one consignment:—As for Class 1, provided that the detonators and the spaces between the same and between the sides of the inner package and the said detonators shall all be filled, as far as practicable, with fine sawdust or other similar material; a layer of felt or other soft yielding material shall be placed between both ends of all the detonators and the interior of the inner package in which the same are placed, in such manner, and so secured, that both ends of the detonators will rest upon the said cotton wool or other material; every inner package, if of matel, to be lined throughout with paper or other soft material; and	1,000 in number.	100 in number.
	(*b*) Exceeding 1,000 detonators:— The detonators shall be packed in inner packages, with sawdust and cotton wool as bove described. Such inner packages shall be placed inside a substantial case of wood or metal made and closed so as to prevent any of the inner packages escaping therefrom, and such case shall be placed inside an outer package in such manner and so secured as to leave a clear space of not less than three inches between the case and every part of the interior of the said outer package, notwithstanding that such clear space may, if preferred, be filled with sawdust, straw, or other similar material, or may contain a light framework or battens of wood to keep the case aforesaid in position in the outer package; and	10,000 in number	100 in number.
	(*c*) where the number of detonators exceeds 5,000, such outer package shall be provided with handles or other contrivance by means of which it can be safely and conveniently carried.		
Electric Detonators ...	As for Class 1, provided that where the number in any outer package exceeds 3,000, such outer package shall be provided with handles or other contrivance, by means of which it can be safely and conveniently carried.	5,000 in number.	100 in number.
Class 7, Division 1 ...	Double package, the inner package being hermetically closed, and contained in an outer package as above defined.	20 lbs.	1 lb.
Class 7, Division 2	Single outer package provided that the above general rule (3) shall not apply to explosives of this Division.	100 lbs.	.....

(6) Nothing in this rule shall be deemed to prohibit the use of an additional package, whether inner or outer, provided that such additional package shall not be of such character as shall have been prohibited in writing by the Chief Inspector of Explosives.

(7) An explosive which is not an authorised explosive shall be packed in such manner as may be directed by a special authority with reference to such explosive.

(8) On the outermost package there shall be affixed in conspicuous characters, by means of a brand or securely attached label or other mark, the word "Explosive," the name of the explosive, the number of the class and division to which it belongs, and the name of the manufacturer or sender.

In the case of explosives of Classes 3 and 4, there shall be added the date of manufacture or issue from the factory, or such sign, indicating such date as may be approved by the Chief Inspector of Explosives:

Provided that in the case of cartridges or charges for cannon, shells, mines, blasting or other like purpose, which do not contain their own means of ignition, the marking shall be as for the explosive when not so made up:

Provided also that in the case of explosives of Class 6, Division 1 (Safety Fuzes excepted there shall be added the words "Not liable to explode in bulk:"

Provided also that in the case of Pin-fire cartridges for pistols there shall be added the words "Pin-fire cartridges:"

Provided also that in the case of Safety Fuzes or Gunpowder the word "Explosive" and the number of the class and division may be omitted:

Provided also that, where an outer package contains more than one explosive, the marking above required shall be affixed separately in respect of each explosive so contained.

(9) To meet special cases exemption may be granted by special authority from the observance of any one or more of the conditions imposed by this rule.

3. Whoever commits a breach of any of the foregoing rules relating to the packing of explosives for conveyance shall be punishable with fine which may extend to Rs. 1,000.*

(*B*).—MODE OF CONVEYANCE.

4. The following general rules shall be observed with respect to the conveyance of explosives:—

I.—No explosive shall be conveyed from place to place unless packed in the manner provided for in the foregoing rules.

II.—There shall not be conveyed in any carriage or vessel which is being used for the conveyance of an explosive, any explosive of a different class and division, of whatsoever nature, which contains its own means of ignition, unless it is sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

III.—Except in the case of small consignment carried by railway, which may be unloaded at any time, explosives shall be loaded or unloaded only between sunrise and sunset. For the purposes of this rule no consignment of more than half a wagon-load booked to one station shall be deemed to be a small consignment.

IV.—Whilst the explosive is being loaded on or unloaded out of any carriage or vessel, no fire or artificial light, nor any article which is liable to cause or communicate fire or explosion [such as charcoal, lucifer-matches, articles for striking a light, petroleum to which the Indian Petroleum Act, 1899 (VIII of 1899), or any other Act for time being in force regarding the importation, possession, and transport of petroleum, applies, or any spirit or oil or substance that gives forth an inflammable vapour at a temperature below 100° Fahrenheit] shall be, or shall be allowed to be, brought, had or used dangerously near to such carriage, ship, or boat, and no smoking shall be allowed in, on, or dangerously near to, the same:

Provided that when the use of a light for the purposes of such loading or unloading is unavoidable, a lamp of such construction, position, or character as not to cause any danger from fire or explosion may be used; and no person, while handling any explosive (except an explosive of division 1, class 6, if packed in accordance with the packing rules), shall wear boots or shoes with iron or steel nails, heels or tips.

*Rules regarding search for, and detention of, explosives contravening regulations, have been issued by the Local Governments.

ORDER.—Ordered that this circular, with the accompanying addendum, be published under a notification in Part I of the *Gazette of India* as required by section 47, sub-section (3), of the Indian Railways Act, 1890 (IX of 1890), and that a copy thereof be kept open for inspection at railway stations as directed by sub-section (6) of the same section; also that a copy of this circular, and of its enclosure, be communicated to the Governments, Administrations and officers noted in the margin, for information.

The Governments of Madras, Bombay and Burma, Public Works Department, Railway Branch.
The Governments of Bengal, the United Provinces, and Eastern Bengal and Assam, Public Works Department.
The Government of Bengal, Marine Department.
The Honourable the Resident at Hyderabad.
The Honourable the Agent to the Governor-General for Rajputana.
The Consulting Engineers to the Government of India for Railways, Calcutta and Lucknow.
The Managers of the North-Western, Oudh and Rohilkhand, and Eastern Bengal (State) Railways.
The Agent, Kalka-Simla Railway.

[Enclosure to Railway Board's Circular No. R. T. 163 B.—2, dated the 26th September 1906.]

Addendum to Rule 86, Chapter III, Part I, of the General Rules for working open lines of railway, promulgated with Railway Board's Circular No. R. T. 89 A.—5, dated the 8th September 1906.

AFTER RULE 86, SUB-RULE (5), ADD THE FOLLOWING AS SUB-RULE (6):

(6) If the stoppage has occurred on one of two or more parallel tracks, whether of the same or different gauges, the Danger signals hereinbefore referred to must be shown on all the lines. If it is found that the unoccupied line or lines are also obstructed, the persons deputed to protect the train under sub-clauses (1), (2), (3), (4) and (5) of this rule must, while carrying out the duties therein laid down, protect in a similar manner the unoccupied line or lines obstructed; but, if it be subsequently found that the unoccupied line or lines are not obstructed, the said Danger signal may be removed from such lines as are not obstructed.

C. A. R. BROWNE, *Lieut.-Col., R.E.,*
Secretary, Railway Board.

The 27th November 1906.

No. 263.—The following is published for general information:—

[*General Distribution.*]

Circular No. R. T. 89 F.—3.

RAILWAY BOARD.

Calcutta, the 16th November 1906.

Postponment of the date of introduction of the General Rules of 1906 for working open lines of railway in British India administered by the Government from the 1st January 1907 to the 1st July 1907.

READ—

Railway Board's Notification No. 183, dated the 8th September 1906, and Railway Board's Circular No. R. T. 89 A.—5, dated the 8th September 1906.

Railway Board's Notification No. 205, dated the 5th October 1906, and Railway Board's Circular No. R. T. 163 B.—2, dated the 26th September 1906.

READ ALSO—

Letter from the Manager, Oudh and Rohilkhand railway, No. 568, R. B., dated the 12th October 1906.

Letter from the Secretary, Indian Railway Conference Association, dated the 20th October 1906.

Resolution.—In paragraph 5 of the resolution embodied in Railway Board's Circular No. R. T. 89 A.—5, dated the 8th September 1906, published in the supplement to the *Gazette of India* of the 8th September 1906, it was directed that the General Rules for working open lines of railway, therewith promulgated, shall be brought into force on the 1st January 1907, on all lines of railway in British India administered by the Government.

2. It has since been recommended by the Indian Railway Conference Association that the introduction of the General Rules in question should be deferred to the 1st July 1907.

3. In modification of that portion of paragraph 5 of the resolution embodied in Railway Board's Circular No. R. T. 89 A.—5, dated the 8th September 1906, which prescribed that the General Rules therein referred to shall be brought into force on the 1st January 1907 on all lines of railway in British India administered by the Government, the Railway Board direct that the date of introduction of the rules on the State lines in question shall be postponed to the 1st July 1907.

ORDER.—Ordered that this circular be communicated to the Governments, Administrations, and officers noted in the margin, for information. Also that it be published under a notification in Part I of the *Gazette of India*, as required by section 47, sub-section 3 of the India Railways Act, 1890 (IX of 1890.)

The Governments of Madras, Bombay and Burma, Public Works Department, Railway Branch.
The Governments of Bengal, the United Provinces, and Eastern Bengal and Assam, Public Works Department.
The Government of Bengal, Marine Department.
The Honourable the Resident at Hyderabad.
The Honourable the Agent to the Governor-General for Rajputana.
The Consulting Engineers to the Government of India for Railways, Calcutta and Lucknow.
The Managers of the North-Western, Oudh and Rohilkhand, and Eastern Bengal (State) Railways.
The Agent, Kalka-Simla Railway.

By Order,
(Sd.) R. C. F. VOLKERS,
Secretary, Railway Board.

No. 91.—The following is published for general information :—

Circular No. R. T. 281-C.—2, dated the 8th April 1907.

Resolution—By the Railway Board.

Amendments in rule 16, sub-rule (4) Chapter III, Part II, of the General Rules of 1906 for working open lines of railway.

READ—

Section 47 of the Indian Railways Act, 1890 (IX of 1890).

Government of India, Department of Commerce and Industry, Notification No. 801, dated the 24th March 1905.

Railway Board's Notification No. 183, dated the 8th September 1906, and Railway Board's Circular No. R. T. 89 A.—5, dated the 8th September 1906.

Letter from the Director-General of Stores, India Office, London, No. S. 18719, dated the 11th December 1906.

Resolution.—It has been represented that the present system of packing employed by the Store Department of the India Office, London, is suitable for chemicals and free from danger, and it has, therefore, been suggested that the Indian packing rules be relaxed in favour of chemicals shipped for Government Departments in India through the agency of the Store Department of the India Office, provided they are packed in accordance with the regulations of that Department.

2. The Railway Board are advised that it is safe to accept the Stores Department's method of packing and that an exemption may, therefore, be allowed, under rule 16, sub-rule (4), of Chapter III, Part II, of the open line General Rules of 1906, in favour of chemicals shipped for all Government Departments in India through the agency of the Store Department of the India Office, as has been done for the Ordnance and Medical Departments in this country.

3. In exercise of the powers conferred by the notification of the Government of India in the Department of Commerce and Industry, No. 801, dated the 24th March 1905, read in the preamble above, the Railway Board sanction, under section 47, sub-section (4), of the Indian Railways Act, 1890 (IX of 1890), as n force in British India and as locally applied, the adoption by the administrations of all the railways concerned, whether in British India, in foreign territory or in Native States, to which the General Rules for working open lines of railway, promulgated with the Railway Board's Circular No. R. T. 89 A.—5, dated the 8th September 1906, apply, of the accompanying amendments in rule 16, sub-rule (4), Chapter III, Part II, of the General Rules referred to.

4. The Railway Board also desire that the said amendments may be brought to the notice of the administrations of the several railways not administered by the Government which have not yet adopted the General Rules, and that the Agents and Managers of those railways may be invited to submit formal application for the adoption of the said amendments when applying for the adoption of the General Rules themselves.

ORDER.—Ordered that this circular, with the accompanying amendments, be published under a notification in Part I of the *Gazette of India* as required by section 47, sub-section (3), of the Indian Railways Act, 1890 (IX of 1890), and that a copy thereof be kept open for inspection at railway stations as directed by sub-section (6) of the same section; also that a copy of this circular, and of its enclosure, be communicated to the Governments, Administrations and Officers noted on the margin, for information.

The Governments of Madras, Bombay and Burma, Public Works Department, Railway Branch.
The Governments of Bengal, the United Provinces, and Eastern Bengal and Assam, Public Works Department.
The Government of Bengal, Marine Department.
The Honourable the Resident at Hyderabad.
The Honourable the Agent to the Governor-General for Rajputana.
The Consulting Engineers to the Government of India for Railways, Calcutta and Lucknow.
The Managers of the North-Western, Oudh and Rohilkhand, and Eastern Bengal (State) Railways.

[Enclosure to Railway Board's Circular No. R. T. 281 c.—2, dated the 8th April 1907.]

Amendments in rule 16, sub-rule (4), Chapter III, Part II, of the General Rules for working open lines of railway, promulgated with Railway Board's Circular No. R. T. 89 A.—5, dated the 8th September 1906.

After the words "Ordnance Department," in the seventh line of sub-rule (4) of rule 16, *add* the words "or to chemicals shipped for all Government Departments in India through the agency of the Store Department of the India Office, London." In the third line of the proviso to the same rule, *after* the word "Ordnance" *add* the words "or the Director-General of Stores, India Office, London;" in the eighth line, *after* the words "or Ordnance Department" *add* the words "or of the Store Department of the India Office, London," and in the tenth line after the words "dangerous goods" *add* the words "or chemicals."

R. C. F. VOLKERS,
Secretary, Railway Board.

The 11th June 1907.

No. 141.—The following is published for general information:—

No. 346 R. T., dated the 1st June 1907.

Resolution—By the Railway Board.

Revised General Rules of 1906 for working open lines of railway and the addendum and amendments thereto.

READ—

Section 47 of the Indian Railways Act, 1890 (IX of 1890).

Government of India, Department of Commerce and Industry, Notification No. 801, dated the 24th March 1905.

Railway Board's Notification No. 183, dated the 8th September 1906, and Railway Board's Circular No. R. T. 89 A.—5, dated the 8th September 1906.

Railway Board's Notification No. 205, dated the 5th October 1906, and Railway Board's Circular No. R. T. 163 B.—2, dated the 26th September 1906.

Railway Board's Notification No. 263, dated the 27th November 1906, and Railway Board's Circular No. R. T. 89 F.—3, dated the 16th November 1906.

Railway Board's Notification No. 91, dated the 19th April 1907, and Railway Board's Circular No. R. T. 281 C.—2, dated the 8th April 1907.

Letter from the Government of Bombay, Public Works Department, Railway Branch, No. 1705, dated the 9th May 1907.

Resolution.—The Agent of the Southern Mahratta Railway Company has recommended the adoption on the Southern Mahratta Railway and the lines worked by it of the revised General Rules of 1906 for working open lines of railway in British India which were promulgated under Railway Board's Circular No. R. T. 89 A.—5, dated the 8th September 1906, and published under their Notification No. 183, dated the 8th September 1906; of the addendum to rule 86, Chapter III, Part I, of the said General Rules, promulgated under Railway Board's Circular No. R. T. 163 B.—2, dated the 26th September 1906, and published under their Notification No. 205, dated the 5th October 1906; and also of the amendments in rule 16, sub-rule (4), Chapter III, Part II, of the said General Rules, promulgated under Railway Board's Circular No. R. T. 281 C.—2, dated the 8th April 1907, and published under their Notification No. 91, dated the 19th April 1907.

2. In exercise of the powers conferred by the notification of the Government of India in the Department of Commerce and Industry, No. 801, dated the 24th March 1905, read in the preamble above, the Railway Board sanction, under section 47, sub-section (4), of the Indian Railways Act, 1890 (IX of 1890), the adoption, with effect from the 1st July 1907, of the General Rules of 1906 for working open lines of railways, of the addendum to rule 86, Chapter III, Part I, and of the amendments to rule 16, sub-rule (4), Chapter III, Part II, cited in paragraph 1 above, on such portions of the Southern Mahratta railway and of the railways worked by it as are situate in British territory.

ORDER.—Ordered that this resolution be published under a notification in Part I of the *Gazette of India* as required by section 47, sub-section (3), of the Indian Railways Act, 1890 (IX of 1890), also that the General Rules including the addendum and amendments cited in paragraph 1 which have already been published in the *Gazette of India*, be kept at railway stations as directed by sub-section (6) of the same section and that this resolution be communicated to the Government of Bombay for information.